

Mr. Wilson as President

Editorial in the Chicago Daily News, October 25, 1916

When the question of national leadership came before the country four years ago the Daily News strongly advised the Democratic party to make Woodrow Wilson its candidate for president. The arguments persistently advanced on his behalf by this newspaper are known to have contributed in no inconsiderable degree to Mr. Wilson's nomination by the Baltimore convention. In the succeeding campaign the Daily News heartily supported Mr. Wilson's candidacy. Many of his actions as President have received its full approval. However, certain characteristics of this remarkable chief executive of the Nation, characteristics clearly revealed by his official course, have led him into actions that appear to the Daily News to be subversive of popular government and even of the foundations of public order and safety. Therefore it believes that the interests of the republic require the retirement of Mr. Wilson from the presidency at the end of his present term of office.

Mr. Wilson is a scholarly egotist, who measures all things by personal standards, which are subject to no modifications, other than those resulting from his confirmed policy of opportunism. "Do the easiest thing and make a virtue of it," might be the accepted motto of this eminently plausible President. Having no real advisers and no Cabinet except in name—this was made clear by the resignation of Secretary Garrison—he has felt free to follow his own inclinations at all times. His inclinations have been right in many instances, and he has accomplished much that should prove of lasting value to the Nation. Blessed with a safe party majority in each house of congress throughout the whole period of his administration, and having not an atom of that desirable passion for wise economy which characterized another Democratic President, Grover Cleveland, he has found ways of keeping under his hand a ready instrument for the enactment of such measures as he chose to approve and of slaying measures that were not to his liking. In short, to an extraordinary degree, he has had his way in legislative affairs.

Material success rewards his administration in large part because the great war which has deluged Europe with blood has deluged the United States with prosperity. The Daily News has ap-

proved those actions of the President's that tended to uphold against the ruthlessness of war the rights of neutrals and other noncombatants, though many voices now raised for Mr. Wilson were raised not so long ago in shrieks of alarm, voices that prophesied red ruin as a sure result of the President's display of firmness. In the opinion of the Daily News the President in honor and safety could not have done less than he did in dealing with the submarine and other questions, whereas considerations of honor and safety might well have caused him to do more than he did. Because of unprecedented conditions in the foreign field, the President has accomplished a remarkable feat in keeping the Nation out of war, though the fact that we are not now at war is the chief boast of his supporters. Yet for more than two years there has been nobody anywhere who could have been persuaded to go to war with us, nearly all the world's fighting men being locked in a deadly struggle amid the trenches of Europe. The administration's Mexican policy, though it has given us two little inglorious wars, interminable muddlement and serious loss of prestige, has reflected the President's wise determination not to yield an inch to the arrogant demands of the annexationists. It has shed upon the Nation no tuster save that resulting from the rejection of the elemental sin of blind covetousness.

It was in his method of dealing with the strike threat of the railroad brotherhoods that President Wilson most clearly disclosed his policy of government. That perilous policy of following the line of least resistance is shown here in its perfection. Here also is shown the destructiveness of the form of statesmanship which deals with a crisis by postponing the day of settlement and at the same time, by weakening established safeguards, augmenting the elements of danger contained in it. Confronted by the fact that leaders of certain railroad employes had refused to arbitrate the question of higher wages and had rejected the proffered help of the federal board of mediation and conciliation, President Wilson chose to assume that the question involved was that of the establishment of the eight-hour day, though the eight-hour day in reality had nothing to do with it. He chose to assume also, without making any effort to prevent that threatened outcome, that a Nation-wide strike tying up

railroad transportation from coast to coast would result speedily unless he secured by law within a few hours a settlement to the liking of the men who had engineered the strike order. Instead of saying to those men, "This Nation will not be coerced into passing a law increasing your wages without investigation," he hastened to reward them for first refusing arbitration and then setting their scanty time limit of hours in which Congress might establish by law their minimum demand of a 25 per cent increase in wages, notoriously misbranded by the President the eight-hour day. The Nation's chief executive, rejecting all pleas to the contrary, thrust aside the principle of arbitration, thrust aside all questions of right and wrong and yielded to a barefaced holdup in derogation of justice and orderly government. To give his action a shadowy excuse, he demanded one thing while enacting it another thing. A stampeded Congress carried out his orders in big time.

Here was a shameless, a destructive surrender to a threat of force made with a deliberate purpose by an organized minority. On the part of the President it was at once a display of timidity and craft. It established a precedent both dangerous and humiliating. Throughout the amazing transaction the larger interests of the great unorganized American public counted for nothing. The facts, known and unknown, were ignored. The President employed an easy method of projecting a present difficulty into the future, and of gaining profitable friendships for himself while sowing a crop of dragons' teeth for his country, whose interests he was set to guard. This appalling display of unscrupulousness illuminates like a searchlight the character and the thought processes of the chief magistrate of the Nation. The American people should take warning from the painful exposure.

In the opinion of the Daily News the safety of the Nation and the integrity of its institutions cannot wisely be intrusted to President Wilson for another term.

HERE'S A CHANCE FOR ADVERTISING

Tulsa Chamber of Commerce Needs New Auto for Highway Work.

The Tulsa Chamber of Commerce and Federation of Allied Interests and the Tulsa committee of the Ozark Trails association is in the market for an automobile. A car is needed to be placed in the commission of Road Overseer Bee Guthrie, who has been employed by the committee to take charge of the road work in Tulsa county in connection with the Ozark Trail work and an effort is to be made to secure a car as quickly as possible. During his last visit to Tulsa President Harvey of the association told of the plan that had been worked out in Oklahoma City, whereby the committee in that city had secured a \$1,200 car with a substantial rebate for the publicity that is given the fact that a certain car has been designated as the official Trails car. It is the intention of the local committee to secure the best car possible at a like price in Tulsa, if possible, as members have been informed that the agency in Oklahoma City that made the proposition there was willing to duplicate the deal with reference to the Tulsa selection of an official car.

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Dr. Fred S. Clinton, Pres.; Miss H. C. C. Ziegeler, Supt.; Mr. H. J. Brickner, Sec'y-Treas.

This Fireproof Hospital is Open to the Progressive Public and Profession.

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Dr. John A. Hornsby, editor Modern Hospital, the great hospital authority says: "It is almost a crime to place sick people in a fire trap of a building."

STILL OPEN FOR NAME OF STREET

Commissioners Haven't Selected One Yet, Although Several Are In.

Arkansas Pike, King's Highway, Grand boulevard, Broadway, Walker street.

These were some of the names suggested yesterday for the new street which the city will open soon in West Tulsa.

Following an appeal made by the commissioners yesterday through The World for suggestions for a name much interest was shown in the contest. Apparently the honor of naming the new thoroughfare is one much sought.

Several persons informed Auditor Newkirk that they were endeavoring to devise a name that would be both popular and appropriate for the main street of West Tulsa. Walker street was suggested as a compliment to Street Commissioner Walker.

The contest closes next Tuesday. At that time the board of commissioners will select the name which they think the most suitable.

SUNDAY SENT \$5 TO BABY.

Naming Baltimore Child After His Daughter Pleased Evangelist.

A few days ago George Sunday, son of Billy Sunday, the evangelist, stopped off in Baltimore, jumped into a taxi and made a hurried trip to a home in northeast Baltimore.

"I would like to see mamma," he said to the child that opened the door. "Can't see mamma; she is busy with the baby."

"But I must see mamma and the baby, too," insisted George.

When he saw the baby in the mother's arms he pulled from his pocket a \$5 gold piece and put it into the little fingers.

"This is from my father to show his appreciation of the compliment that has been paid to him and to his daughter by naming the baby Sunday."

The baby is Helen Sunday Bellinger, and she was born while the Sunday campaign was in progress here a few months ago. Mrs. Joseph M. Bellinger, the mother, was a great admirer of the evangelist, and having heard him mention his daughter, Helen Sunday, decided to give that name to the baby. The Reverend Don S. Colt, who christened the baby at Summit Grove camp, told Mr. Sunday of the name chosen by the mother.

George was then sent on the mission at once by his father. — Baltimore News.

Charitable.

A Washington man in motoring through Virginia stopped one day at a toll bridge he had often passed over and found there was a new keeper in charge.

"Here's the man who used to act as keeper here?" asked the motorist.

"He's dead, sir," was the reply. "Dead! Poor fellow! Joined the great majority, eh?"

"Well," said the new man, cautiously, "I wouldn't like to say that, sir. He was a good enough man so far as I know." — Harper's Magazine.

TULSA SHRINERS OFF ON JOURNEY

Will Leave at 8:10 This Morning for Drumright Where Program Is Arranged.

At 8:10 o'clock this morning the Akdar temple special train will pull out of the Frisco yards, the beginning of the caravan trip to Drumright, where many things are in store for the members of the organizations from Bartlesville, Oilton, Cushing and Tulsa. There the final touches will be put on the well-laid novices that are to be carried along as part of the band and baggage of the full-fledged Shriners who are going to make the trip.

The Tulsa Shriners will be accompanied by the Akdar temple band and the patrol will take part in the exercises which are to be features of the session to be held in the Strand theater, which has been secured in Drumright as the place of meeting for the caravanners.

The Shriners who will journey from Bartlesville will arrive in Tulsa in time to join the caravan here and the special trainmen have received orders to stop the Shiner special at any point where a red tie holds up along the right-of-way. It is estimated that Drumright will be host to more than three hundred Shriners on this occasion.

WANTS PAY FOR CATTLE KILLED

Suit for \$150 Damages Was Instituted in Judge Linn's Court by J. J. Page.

Suit for \$150 damages from the M. K. & T. railroad for the loss of three cows was begun in Judge Linn's division of the district court yesterday, J. J. Page is the plaintiff.

Page resides on a farm in the Osage and he claims that three of his cattle were killed through the negligence of the railroad company's employees. The cattle wandered on the tracks and were killed when struck by a freight train. Page claims that the engineer and train crew failed to sound a warning or make any effort to drive the cattle from the track.

The case went to the jury shortly before adjournment yesterday afternoon. A decision is expected today.

The case of A. V. Davenport against C. H. Meshaw resulted in a verdict for the plaintiff, as did the case of Chapple brothers against J. P. Loyd and others.

The cases of Mrs. G. Blaise against the Wells Fargo Express company and B. B. Comer against C. F. Pessett resulted in a verdict for the defendant.

A Converted Pacifist.

At Pittsburgh—"Why, hello, old man, what brings you up here? I thought you were a peace advocate."

"Well, I always was. But, you see, my wife is rabid for preparedness and a few night ago we had an argument about it."

"Well," she invaded me, set up her own administration and demanded an enormous indemnity."

"And what did you do?"

"I paid it and took the train up here."

EXPRESS CONCERNS PAY ALL REFUNDS

Long Drawn Out Controversy Comes to an End With Adjustment.

Special to The World.

OKLAHOMA CITY, Nov. 2.—Litigation between the corporation commission and express companies doing business in the state that has been pending since 1909 was ended today with the payment by the companies of all refunds claimed by the commission resulting from the difference between rates established by the commission and those charged by the carriers during the time the case was pending before the courts for final action.

The three companies, Wells Fargo, United States and American, deposited with the commission their checks for a total of \$425,000, which settles the refund. Then the commission made an order accepting the block and zone rates sought by the express companies and which has been placed in effect in forty other states.

The block and zone rate is equivalent to the rates established by the interstate commerce commission.

Charges Are Increased.

By the inauguration of such a system express charges are increased about 10 to 12 per cent over the rates established by the commission, but decreased about 14 to 16 per cent over the old rates charged by the companies before the system created by the commission went into effect. The order of the commission goes into effect December 1.

The United States Express company paid in \$209,000 refund, the Wells Fargo \$125,000 and the American \$100,000. Just how much of this money will finally get to the shippers is problematical. Commissioner Henshaw predicted today that \$300,000 finally would revert to the state treasury.

All proven claims to the refund will be paid by check by the commission. Many of these will amount to less than a dollar and a large portion will be for only a few cents. It is estimated that it would take one man working from five to ten years to disburse all the refund if the claimants could be located. The law provides that after a certain time all that is left unclaimed will revert to the state treasury. It is expected that the most of the total amount will get there.

But this ends all litigation between the commission and any corporation except the 2-cent fare case and that is now in the hands of the court, and the attorney-general's office representing the state.

Home-Made.

The river Clyde has been brought up to its present navigable condition by means of dredging, and the Glasgow people are very proud of it. One day a party of American sightseers turned up their noses at the Clyde.

"Call this a river?" they said. "Why, it's a ditch in comparison with our Mississippi, or St. Lawrence, or Delaware."

"Aweel, mon," said a Scotch bystander, "you've got Providence to thank for your rivers, but we made this ourselves." — Brooklyn Citizen.

IF IT'S A—"Grafonola" YOU HAVE THE BEST

There is but one BEST to anything and the COLUMBIA GRAFONOLA is conceded by all who own one to be the BEST—the "One Incomparable Musical Instrument."

A careful COMPARISON with other makes of machines will make the reason clear.

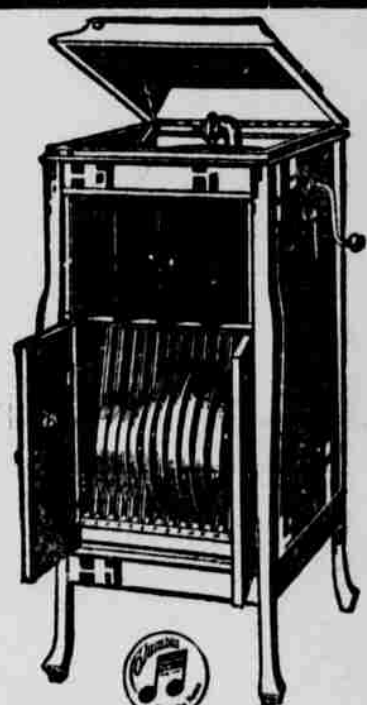
You will find upon INVESTIGATION that no TONE is as humanly mellow as that which emanates from the CONTINUOUS WOOD-EN TONE CHAMBER OF THE GRAFONOLA.

That's why other machines with their metal tone chambers lose by COMPARISON.

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TULSA WILL GET ENGINEERS' MEET

Procured as Result of Entertainment of State Engineer Cunningham Recently.

As a result of the entertainment of State Engineer Max L. Cunningham, who was in attendance at the meeting of the Chamber of Commerce, in company with Governor Williams recently, Tulsa secures a state convention of the Oklahoma Society of Engineers in December of this year.

The meeting probably will be attended by one hundred active engineers, who are anticipating a very pleasant visit to this city. In a letter to Mr. Avery Mr. Cunningham suggests that his delegation would appreciate an automobile trip to the new Arkansas river bridge, the highway construction camp on the Tulsa-Sapulpa road and the convict camp at the quarry, where road material is being prepared. Mr. Avery and Secretary Douglas of the Chamber of Commerce are making arrangements for suitable entertainment of the distinguished delegation which will be present on the date named.

PERONNE IS HISTORIC GROUND.

Louis XI Was Forced to Sign Treaty There Which Founded Belgium.

The ground whereon the great war is being decided is one of the famous battlefields of French history. It was called of old Santerre the "bloody ground," but never was its name so true as today. In Peronne, now be-

PUBLIC AUCTION SALE.

Will sell at Public Auction on Nov. 12th at Claremore, Okla., stock of fresh groceries and fixtures for grocery store.

RADIUM GROCERY

W. S. Crouch, Owner

Claremore, Oklahoma.

ing bombarded by the French, two French kings have suffered imprisonment—Charles the Simple for six years in the tenth century and Louis XI for three days in the fifteenth century.

The latter incident has more to do with today's events than it may seem to have. For King Louis was on a friendly visit to Charles the Bold of Burgundy at Peronne when he was imprisoned by his host on the charge of having stirred up the burghers of Liège to revolt, and he was not released until he had signed the Treaty of Peronne and so laid the foundation for independent Belgium.

No human being dared remind King Louis of this humiliating experience, but, strange to say, the maples look to singing "Peronne, Peronne," wherever he went until he recovered the town. To do this he was obliged to bribe the British to withdraw the army that had been sent in aid of the duke of Burgundy. A payment of 75,000 crowns to Edward IV and proportionate sums to his ministers won them over, and a match was arranged between Charles the dauphin and Edward's daughter.

Neither king would trust the other—and with good reason—so the parents of the happy pair met on a bridge across the Somme with a strong wooden grill between them through which they ventured to shake hands.

—New York Independent.